

**LCGCC Recommendations submitted by Dee Eggers (DOT Changes in Air Emissions Associated with Long-Range Planning) - February 5, 2010**

**A BILL TO BE ENTITLED  
AN ACT TO DIRECT THE DEPARTMENT OF TRANSPORTATION TO INCREASE  
AVAILABILITY, LOCAL GOVERNMENT COORDINATION, AND PROJECT  
CHANGES IN AIR EMISSIONS ASSOCIATED WITH LONG-RANGE PLANNING**

Whereas, there is a scientific consensus, as established by the Intergovernmental Panel on Climate Change and confirmed by the National Academy of Sciences, that the continued buildup of heat-trapping gases in the atmosphere threatens the stability of the global climate; and

Whereas, automobile emissions contribute to air quality problems that result in respiratory infections, asthma, heart attacks, strokes, decreased adult lung capacity, hospitalization, and premature deaths; and

Whereas, more effective and responsive management of greenhouse gas emissions and sequestration are necessary to protect the public health and safety, long term economic well-being, and environment of the State; and

Whereas, it is in the best interests of the State and its citizens to site roads to minimize future vehicle miles traveled and related emissions; and

Whereas local government planning department input into long-range Department of Transportation plans is minimal; and

Whereas, county and municipal governments require an understanding of the Department of Transportation's long-range planning in order to develop long-range land use and transportation plans; and

Whereas, a lack of long-term communication and coordination are often cited as causes of disputes between local planning departments and the Department of Transportation; and

Whereas, Department of Transportation road construction and road-widening can impair local government efforts to develop land use patterns that support public transportation; Now, therefore,

The General Assembly of North Carolina enacts:

**SECTION 1.** The Department of Transportation shall:

- (1) Make available all long-range plans, which shall include all plans up to 25 years in the future, through publicly available internet sources;
- (2) Increase input into the long-range planning process from local government planning staff;
- (3) Design plans to minimize future vehicle miles traveled; and,
- (4) Project changes in carbon dioxide, carbon monoxide and fine particulate emissions, and ground-level ozone formation, based on projections of existing emission trends per vehicle mile traveled, and make that information public at the same time, and along with, all long-range plans.

**SECTION 2.** This act becomes effective July 1, 20XX.